MODELS: Wright Cyclone GR-1820G-103, -103A

T.C. NUMBER: T.C. 180

Model - Cyclone GR-1820G	-103	-103A
Type - 9RA	16:11 and 3:2 reduction gears	--
Rating (with impeller gear ratio):	8.31:1	--
Maximum continuous, hp, rpm, in.Hg., at:		
Rated pressure altitude (ft.)	860-2200-34.8-10000	860-2300-34.2-11100
Sea level pressure altitude	860-2200-37.7-S.L.	860-2300-38.0-S.L.
Take-off (5 minutes), hp, rpm, in.Hg.	1000-2300-42.5	1000-2350-43.5
Fuel (minimum octane aviation gasoline) (DEF Motor Method fuel)	95	90
Bore and stroke, in.	6-1/2 x 6-7/8	--
Displacement, cu. in.	1823	--
Compression ratio	6.7:1	6.3:1
Weight (dry), lbs.	1275	--
Propeller shaft, SAE No.	50	--
Carburetion	Holley C.G. 1375 C, E, F, H, HA, or HAR Stromberg NA-F7F with 2-3/8 inch venturi, PD-12B5, B7, H2, H3 or Chandler-Evans 1375 DA-1 carburetor	--
Ignition, dual	Scintilla SF9L1, 2, 3, 4, or Bosch SF9LU-3 magnetos	--
Ignition, timing, degrees ETC	Right 0; left 15	--
Certification basis	Type Certificate No. 180	--
Production basis	None. The manufacturer does not hold a production certificate for the production of engines under this type certificate and, therefore, each engine so produced is subject to a detailed inspection for workmanship and conformity with the approved data by a Civil Aeronautics Administration Agent. In addition, the engine must have a satisfactory run-in including 5 hours at rated power and speed. Upon satisfactory completion of the above, the agent will tag the engine with Tag Form ACA 186.	

NOTE 1. Maximum permissible cylinder head, barrel, and oil inlet temperatures, 500 degrees F., 325 degrees F., and 220 degrees F., respectively.

NOTE 2. Eligible with torquemeter number 413516 at a weight increase of 12 lbs.

NOTE 3. G105A engines, numbers 25408, 25427 have been converted to Model G103.